

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " G. F. Morrison, R.N.R.
 "FATSHAN" 2,360 " R. D. Thomas.
 "HANKOW" 2,373 " C. V. Lloyd.
 "KINSHAN" 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday, excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 589 tons Captain W. A. Valentine.
 "NANNING" 569 " C. Burchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahoning, Kunchuk, Kau-Kong, Sunshui, Howli, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Sunshui Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN"	5,600	WEDNESDAY, Mar. 7	Mar. 28
"EMPEROR OF CHINA"	5,600	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	3,440	WEDNESDAY, April 11	May 5
"EMPEROR OF INDIA"	6,000	WEDNESDAY, April 18	May 9

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class and St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate or 1st Class Rail £42.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 7th February, 1906. Corner Pender Street and Praya, opposite Blake Pier. E. BROWN, General Agent.

HAMBURG-AMERIKA LINIE. OSTATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG.	21st Feb. } Freight.
Müller	(Calling at SPOR, PENANG & COLOMBO)	
LIBERIA	HAMBURG.	27th Feb. } Freight.
Kier	(Calling at SINGAPORE)	
SAMBIA	HAVRE, BREMEN and HAMBURG.	7th March } Freight.
Ehlers	(Calling at SPOR, PENANG & COLOMBO)	
SAXONIA	HAVRE and HAMBURG.	21st March } Freight.
Sachs	(Calling at SPOR, PENANG & COLOMBO)	
SILESIA	HAVRE and HAMBURG.	4th April } Freight and Passengers.
Bahle	(Calling at SPOR, PENANG & COLOMBO)	
SENEGAMBIA	HAVRE and HAMBURG.	18th April } Freight.
Peter	(Calling at SPOR, PENANG & COLOMBO)	
SEGOVIA	HAVRE and HAMBURG.	2nd May } Freight.
Schönfeldt	(Calling at SPOR, PENANG & COLOMBO)	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

Hongkong, 9th February, 1906.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

King's Buildings.

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Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship "PREUSSEN," Capt. K. Meyer, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be applied as VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Information of the Voyage to Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship "WILLEHAD," Capt. Obenaue, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£28. —	£18. 10	£14. 00
Return	£42. 00	£27. 15	£21. 00
TO BRISBANE	£30. —	£20. —	£14. —
Return	£44. —	£29. —	£21. —
TO SYDNEY	£33. —	£23. —	£15. —
Return	£49. 10	£31. 10	£21. 10
TO MELBOURNE	£34. 10	£24. 10	£16. —
Return	£50. 10	£32. 10	£22. 10
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
Return	\$170.00	\$110.00	\$70.00
TO KOBE	\$75.00	\$50.00	\$40.00
Return	\$170.00	\$110.00	\$70.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE "WILLEHAD" WEDNESDAY, 14th Feb.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "PRINZESS ALICE" WEDNESDAY, 14th Feb.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "BAYERN" WEDNESDAY, 28th Feb.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 12th February, 1906.

MELCHERS & CO.,

AGENTS.

(3)

Attractions.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. I. and Watkins.
 Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamer	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON.	Due at MARSEILLES (Brindisi)	Due at LONDON (London)
to COLOMBO. <td></td> <td></td> <td>2 days earlier.</td> <td>1 day later.</td>			2 days earlier.	1 day later.
	Tons. Noon, Saturday.		Tons. Saturday.	Friday.
ARCADIA	7,000 ... Feb. 10	BRITANNIA	7,000 ... Mar. 10	Mar. 16
DELHI	8,000 ... Feb. 24	MOLDAVIA	10,000 ... Mar. 24	Mar. 30
DONGOLA	8,000 ... Mar. 10	MONGOLIA	10,000 ... Apr. 7	Apr. 13
DELTA	8,000 ... Mar. 24	MOOLTAN	10,000 ... Apr. 17	Apr. 27
OCEANA	7,000 ... Apr. 7	MARMORA	10,500 ... May 5	May 11

ARCADIA

Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG About	DUE AT LONDON About
JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	Apr. 14
NUBIA	6,000	Mar. 14	Apr. 28
JAVA	4,500	Mar. 28	May 12
FORMOSA	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES. "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers. For Passage, apply to—

Hongkong, 5th January, 1906.

E. A. HEWETT, Superintendent.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING" SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG	JAPAN	Second half February	JAVA PORTS	Second half February
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE
 Telephone No. 375
 YORK BUILDINGS, 1st Floor.
 Hongkong, 8th February, 1906.

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Intimations.

Powell's.
ALEXANDRA BUILDINGS.

FOR THE
RACES.

FEATHER
STOLES.

DAINTY
BLOUSES.

SUNSHADES.

SILK
UNDERSKIRTS.

MILLINERY.

GLOVES.

NECKWEAR.

Newest Goods.

Moderate Prices.

WM. POWELL,
LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 6th February, 1906. [12]

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Manning, on THURSDAY, the 15th February,
at 11 A.M., for the purpose of receiving a
Report of the Directors, together with a Statement
of Accounts, declaring a Dividend, confirming
the appointment of Directors and electing
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 15th
February, both days inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 24th January, 1906. [155]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers, at 12.30 P.M., on THURSDAY,
the 16th February, to receive a Statement
of the Company's Accounts to 31st
December, 1905, and the Report of the General
Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 15th
February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th January, 1906. [169]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the China Traders' Insurance Company,
Limited, will be held at the Registered Office
of the Company at Queen's Buildings, Victoria,
in the Colony of Hongkong, on FRIDAY, the
16th day of February, 1906, at 12 Noon,
for the purpose of considering and if thought
fit passing the following special Resolutions.
Should the said Resolutions be passed by the
required majority, they will be submitted for
confirmation at Special Resolutions to a Second
Extraordinary General Meeting which will be
subsequently convened.

Dated the 25th day of January, 1906.

By Order of the Board,

JAMES WHITTALL,
Secretary.

RESOLUTIONS.

1.—That the Articles of Association of the
Company be altered in the following
manner:

The following Article shall be substituted
for Article 110, namely:—130. The
Board, through its Secretary, shall make
Yearly Statements of the Accounts of the
Company from the 1st day of January to
the 31st day of December in each and
every year, which shall be duly audited
and presented to the Shareholders, at each
of the Ordinary Meetings of the Company,
together with a Report on the general
position of the Company.

2.—That the Board, through its Secretary,
shall make a Statement of the Accounts of
the Company as from the 1st day of May,
1905, to the 31st day of December, 1905,
which shall be duly audited and presented
to the Shareholders at the next Ordinary
Meeting of the Company to be held during
1906 and that, inasmuch as the Accounts of
the Company have already been audited
and presented to the Shareholders to
the 30th April, 1905, no further or other
Statements of the Accounts of the Company
for the year 1905 shall be called for by or
presented to the Shareholders in respect of
Article 130 as thus substituted. [163]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Office of the General Managers, St. George's
Building, Victoria, on SATURDAY, 24th
February, 1906, at 11.30 A.M., for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1905, declaring a Divi-
dend and electing Consulting Committee and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, 20th
February, until SATURDAY, 24th February
(both days inclusive).

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th February, 1906. [202]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Office of the Company, Queen's Buildings,
New Praya, on MONDAY, the 26th February,
1906, at 12 o'clock Noon, for the purpose
of receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1905.

The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 26th
February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 31st January, 1906. [174]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING OF THE SHAREHOLDERS in this
Corporation will be held at the City Hall,
Hongkong, on SATURDAY, the 24th day of
February, 1906, at Noon, for the purpose
of receiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1905.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st February, 1906. [181]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corpora-
tion will be CLOSED from SATURDAY, the
10th, to the 24th day of February, (both days
inclusive), during which period no Transfer of
Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st February, 1906. [182]

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the BRITISH-
AMERICAN TOBACCO COMPANY,
LIMITED, registered Office, Cecil Chambers,
80, Strand, London, England, Tobacco Manu-
facturers, has, on the 30th day of November,
1905, applied for the registration in Hongkong,
in the REGISTER OF TRADE MARKS, of
the following Trade Mark:

A Label consisting of two panels arranged
side by side. In one panel in the upper part
is the word "Goldfish" and in the lower
part the name "British-American Tobacco
Co., Ltd." with the representation of a fish
in the middle. The other panel contains
the word "Goldfish" in the middle, the re-
minder of the panel being occupied by the
representation of a number of fishes.

In the name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim
to be the sole proprietors thereof.

The Trade Mark is intended to be used by
the applicant Company in respect of the
following goods:—
MANUFACTURED TOBACCO, IN CLASS 45.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 11th day of January, 1906.

DENNIS & BOWLEY,
Solicitors for the Applicants.

A SELECT DAY SCHOOL.

THREE University trained foreign teachers
and capable Chinese teachers.
Careful supervision and individual attention
assured.

Both ENGLISH and CHINESE taught.
Special attention given to Conversational
English.

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School opens FEBRUARY 19TH.

Write for Catalogue or apply at once to—
F. O. LEISER,
Head Master,
Chinese Y. M. C. A.,
26, Des Vaux Road, Central.

Hongkong, 5th February, 1906. [201]

A. CHAZALON
& CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

and PROVISIONS of which they have
always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 30th September, 1905. [61]



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNEWILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [63]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

21, John Street, Bedford Row, W.C.

Hongkong, 27th November, 1905.

CALCUTTA,

59, Bentinck Street.

SHANGHAI,

366, Nanking Road.

COMMERCIAL.

FREIGHT.

In their report of 10th inst., Messrs. Lamke
and Rogge write:—There has been a change in
our market since last report under date of the
24th ultimo, inasmuch as at last Saigon has
been coming forward more freely with inquiries
after tonnage, and, whilst there still remains a
number of boats undischarged, several have
found employment and for fairly prompt too,
and the season once opened the demand thus
created may be expected to continue. We
have to record business done: Saigon to
Philippines, 1 port (small sizes only) at 29, 31
and 30 cents, to Hongkong at 14 and 15 cents,
to Japan at 29 and 30 cents, to Java, 1 port
N.C., at 23 and 24 cents. It will be noted that
rates are low, and indeed, if the considerable
increase in cost of bunker coal over last year's
prices is taken into account there is so gain-
ing the fact that, if any, there is not much of a
margin in any of these freights, and they bidly
want improving. However, as the demand
regulates rates, increased inquiries may help to
better the figures, and, any how, the market is
better than it has been for the last months.

From North Coast Java to this port, dry and
wet sugar, a charter is reported lump sum on
basis of about 27 cents per picul; a fixture
which could not now be repeated.

Holo has had a charter to this port of a
small carrier 17,000 piculs at about 164 cents
per picul.

To load at Broketon (Labuan) for Singa-
pore, a small steamer has been done locally at
\$2.50 per ton.

Northern freights have remained dull. Coal
freights from Japan are still as difficult to pro-
cure as they are low. From Moji to this port,
only fixture reported is of a 3,000-ton boat at
\$1.10 per ton, done in Japan. Mororan to
Hongkong, \$1.50 per ton has been done. To
load at Wakamatsu a boat has been chartered
for Hongkong at \$1.25, another, one for Amoy
and Hongkong at \$1.75 and \$1.20 per ton respec-
tively.

On monthly terms, the charter of Norw. s.s.
Fido as reported on 12th January has been
cancelled. Geim s.s. Emma Layken, about
35,000 piculs capacity, has been fixed for
natives' account for 5 months at \$5,300 per
month prompt.

Sailers:—There is nothing new to advise as
to charters.

Disengaged:—British ship Vincent, 1276
tons net reg.

Departures:—Norw. ship Odra, for Seychelles
Islands, 6th February. Amer. schooner David
Evans, 6th February, from Manila, for Port
Towson, 7th February.

FOR OUR FAIR READERS.

ABOUT WOMEN

The Empress of Russia spends no less than
£2,000 yearly on perfumes, soaps, and toilet
waters, ordered almost entirely from Paris.

The Empress of Germany is passionately
fond of all kinds of flowers, but for some time
as favoured orchids, of which she possesses a
great variety.

Lady Haldon has publicly acknowledged the
great benefits she has derived from Dr.
Williams' pink pills. "My heart became
seriously affected," said her ladyship. "Sym-
ptoms of advanced anaemia showed, with most
acute indigestion. Food caused me such
misery that I practically starved myself. My
whole system was deranged, and I could not
sleep. I gave a trial to Dr. Williams' pink
pills, and within three days was astonished at
the marvellous improvement. Very soon I
was delighted to find my complaint had
vanished. My general health was such that
I had not enjoyed for many years."

Madame Nellie Cope, the gifted soprano,
has now so many pupils for singing that she
seldom accepts other engagements. She once
had other reasons for her refusals. "For
years," she states, "I suffered from excessive
weakness and anaemia that any exertion was
impossible. I had fearful headaches, feelings
of sickness, and often gasped for breath. But
a nurse advised me to take Dr. Williams' pink
pills, and I can truthfully say these pills make
new, rich blood. I have no headaches now,
and to all anemic girls I would say, Dr.
Williams' pink pills are the only perfect
medicine I know." Madame Nellie Cope's
address is 11 Crickfield-road, London.

Not only for women, but for men also, are Dr.
Williams' pink pills valuable. This has been
proved by countless instances of cures published
in the newspapers. These pills have cured
anaemia, indigestion, palpitations, consumption,
eczema and skin disorders, neuralgia, St. Vitus'
dance, rheumatism, sciatica, paralysis, locomotor
ataxy, and ladies' ailments. But only the
genuine pills cure—those labelled in full, "Dr.
Williams' pink pills for pale people." Substi-
tutes are useless; in case of doubt send direct
to Dr. Williams' medicine co., Holborn-viaduct,
London, enclosing two shillings and nine-pence
for one bottle or thirteen and nine for six
bottles. [122]

For Sale.

FOR SALE.

A BROWN WALER (MARE) "KITTY,"
and a double set of harness, complete,
in good order and condition. Also a Second-
hand VICTORIA for Single or Pair Horses.

Can be seen any day at Kennedy's Horse
Repository, Causeway Bay.

No reasonable offer refused.

Apply—

"A. B."

C/o Hongkong Telegraph.

Hongkong, 7th February, 1906. [122]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Hon. the Harbour Master,
to sell by

PUBLIC AUCTION,

TO-MORROW,

the 13th February, 1906, at 10.30 A.M., at
their Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
Five Cases RIFLES and EXPLOSIVES.
N.B.—Inspecting Orders can be had on
application at the Government Gunpowder
Depot, Green Island.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 12th February, 1906. [204]

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

NO. 15, KNOTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.

No. 5, CLIFTON GARDENS, Conduit
Road.

No. 6, CLIFTON GARDENS,
No. 1, RIFON TERRACE.

FLATS in MORRISON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER),
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th February, 1906. [72]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).

ELECTRIC PASSENGER ELEVATOR to each
floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30]

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [18]

ORIENTAL HOTEL,
MACAO.

A FIRST-CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE and LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINE and SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—
THE MANAGER.

Macao, 16th October, 1905. [179]

THE FAMOUS
MAB DWARF RAZOR,
A SHARP LITTLE SHAVER

WRIGHT LESS THAN 4 OUNCES.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (£2) post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

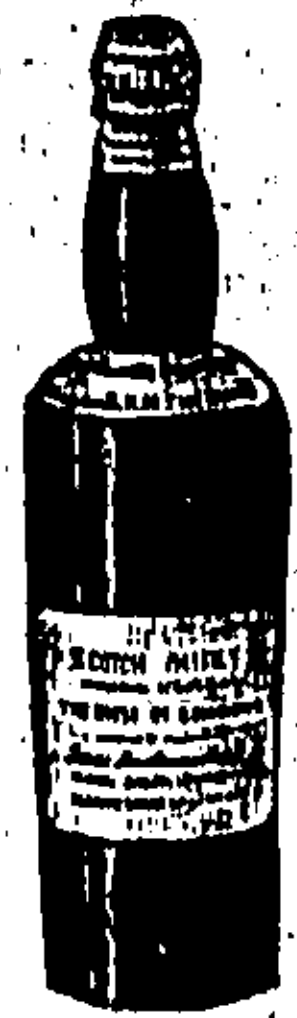
For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [66]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M.

THE RACES.

STEWARDS.—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Admiral Sir Gerard H. U. Noel, K.C.B., K.C.M.G.; His Excellency Maj. Gen. Villiers Hatton, C.B.; Commodore H. Pigeon Williams, R.N.; Sir Paul Chater, Kt., C.M.G.; Lieut. Col. F. E. Aiken; Mr. A. Babington; The Hon. Mr. C. W. Dickson; Mr. J. A. Jupp; Captain F. W. Lyons; Messrs E. W. Mitchell; J. C. Peter; E. W. Rutter; and H. P. White.

CLERKS OF THE SCALE.—Messrs E. W. Rutter and H. P. White.

HANDICAPERS.—Mr. H. P. White and Capt. F. W. Lyons.

JUDGE.—Sir Paul Chater, Kt., C.M.G., STARKER.—Mr. Anlon.

SECOND SARTER.—Mr. C. H. Ross.

TIME KEEPER.—Mr. J. R. Michael.

HON. TREASURER.—J. C. W. May.

CLERK OF THE COURSE.—Mr. T. F. Hough.

FIRST DAY, 11TH FEBRUARY.

Hongkong has been almost sufficed with events of recent days, but nothing can withstand the annual Race meeting held under the auspices of the Hongkong Jockey Club. The general body of people, even although they may have no direct interest in the Races themselves, have generally worked themselves into a minor fever of expectation, for it is one of the few happenings in Hongkong which can be witnessed for nothing—which, paradoxically speaking, is a consideration in itself—and it is an opportunity when all may find room to enjoy the spectacle of a gallant tussle gallantly fought to a finish. For that reason, if for no other, it was little to be wondered at that early in the forenoon thousands of people were streaming towards, a thing which increased in volume every minute. But more immediate concern is centred in those who have an intimate and direct connection with the Races themselves, those who are primarily responsible for the holding of the meeting, and this year there is much that is of interest beyond ordinary years.

The Races for 1906 had been, as usual, considered by the stewards of the Hongkong Jockey Club in the latter part of last year, and arrangements were made to hold the meeting on certain dates in March. It had been decided that the best season would be the 1st, 2nd, and 3rd of March, but after that pronouncement had been issued by the Jockey Club, information was received that H. R. H. Prince Arthur of Connaught had been delegated by His Majesty the King to proceed to Japan carrying with him the Insignia of the Order of the Garter with which His Royal Highness was to invest the Emperor of Japan. It was also stated that the Prince would stay several days in Hongkong, and might possibly visit Canton. Such an announcement naturally imported a new element into the consideration of the question when the Races should be held.

But prior to this, a few of the leading members of the Club had foregathered and broached a proposal submitted by one or two enthusiasts that a special "sky" meeting should be held on an earlier date. The result of this conference was that a "sky" meeting was arranged to take place on the 14th of February. So far had the negotiations gone in connection with the "sky" meeting that a programme consisting of eight events had actually been drawn up, and practically matters were in shipshape form for an enjoyable race-day on the 14th. The news that Prince Arthur of Connaught would be en route to Japan on that date, and that His Royal Highness intended to remain in the Colony for several days, effectually quashed that meeting.

It now remained for the Jockey Club to decide about the March event. There was absolute unanimity that the original dates should be cancelled, and that the annual meeting should be held on the 12th, 13th and 14th. After all, it was argued, racing is the "sport of kings," and it is too well known to need elaboration here that the Royal Family of Great Britain, all its cadet branches, and the vast majority of the nobility, have a distinct penchant for racing, a liking to which all classes plead guilty. Therefore the Jockey Club carried the entire community's approval with them when they announced that the 1906 Races would take place on an earlier date than that at first determined upon, in order that Prince Arthur of Connaught might have an opportunity of attending.

Sport in China is vastly different from what it is in England or Ireland. Racing is conducted in England under conditions which could never be applied to Hongkong. Here we speak of ponies, and give them names which are not remembered for more than a month or so by the man-in-the-street, whereas the personality and even the pedigree of winners of the Two Thousand Guineas, the Cesarewitch, the Cambridge Stakes, the Oaks, the St. Leger, and always of the Derby, are practically household words—quite as much as Dan Leno, Harry Randall or any of those who are recognised leaders in sporting or theatrical life. In Hongkong, on the other hand, the Races are run purely for sport; they are a long-

looked-forward-to event and are prized accordingly. It was naturally inferred that the Prince would be in a position to patronise the sport as understood in Hongkong, and grace the meeting with his presence. Unfortunately, the death of King Christian of Denmark has resulted in the Prince having to adopt mourning, which rendered it impossible that he should attend the race meeting. It was particularly unfortunate that the calamity which has befallen the Royal circle should have occurred at this time, but of course we must bow to the inevitable.

It has been observed that this meeting is invested with interest for several reasons, one of which has been given. But there was another; it seemed doubtful at one time whether there would be a sufficiency of ponies in Hongkong to warrant the holding of a meeting. When the Shanghai Horse Bazaar people were, as usual, applied to, they stated that this year there was an exceptional scarcity of Mongolian ponies, but they would, of course, do their best to meet the requirements of sportsmen in Hongkong. Time passed on, and still there was no news of the ponies' forthcoming, and those who have an appreciation of horse-flesh and a love of the sport saw visions of a blank year. Mr. Hough, the Clerk of the Course, was always genial, and confident on the subject. "Never fear," was his invariable remark, "the ponies will be here in good time." Outsiders were openly sceptical, but the Clerk of the Course adhered to his Sphinx-like attitude. In the end, of course, he justified his prediction, with the result that we have the Race meeting which opened to-day.

The ponies were very late in arriving at Hongkong. One humorist, as he looked over the first batch sang, "Oh, but ye've been lang o' comin', lang, lang o' comin'!" and when they did appear they were in *puris naturalibus*, so to speak. They had coats on them that would have defied the severest Arctic winter; they looked more like moose on a small scale than ponies, and they were out of condition. The main thing was—the sportsmen consoled themselves with the thought—they have come. The result of the dilatoriness was that the training season was greatly shortened. The animals had to be ready to meet the starter in much less time than that usually at the command of owners and trainers. But it is wonderful what hard work, sound knowledge of the animal, and keen determination to be prepared at all hazards will perform.

As the results of to-day's Races conclusively prove, too much praise cannot be bestowed upon the owners as well as the trainers for the fine form exhibited by the animals in each of the first day's racing events. They were in really tip-top order, and as anxious for the fray as their owners and supporters themselves. So that if Hongkong, on account of its situation, can never become a land where horsemanship or the handling of the ribbons can daily be seen, it has at all events the men residing here who know the weaknesses, foibles, and humours of the quadruped, and know, moreover, how to bring these out to the fullest advantage.

The Race-course was the Mecca of all true sportsmen to-day. A raw biting wind swept over the course from Wong-Nei-Chong; occasionally it rose to a mild gale, and once it swept the handmen and their stands off the platform which had been erected for them near the Grandstand. Few cared to face the blast without having ample covering, or keeping in motion all the time. But it was a grand day for the races, nevertheless. And the ladies with their cosy checks and glinting eyes looked better than ever they would have done on a sultry summer's day. It was not what, from a masculine point of view, could be termed a fashion-plate occasion; but it is wonderful how the other sex can manage to look charming even when muffled up to the chin.

When the Races opened at 11.20 a.m. there was not a soul in the Grandstand; but many of the owners' stands were well-filled. The owners' stands were, as on former occasions, decorated with the colours of the patrons to whom they belonged, and surrounded with flowers and evergreens. Flags flew from every stand. There were special stands for His Excellency the Governor and the members of the Hongkong Club, Major-General Villiers Hatton and the officers of the Royal Engineers, and two or three others.

The arrangements for dealing with the requirements of those calling for tickets were admirable. In the centre of the stand was set apart for tickets and the western section for pay-out stalls. There were plenty of these to meet the rush after each race and thus confusion was avoided. The names of those in charge of the booking office were Messrs U. Rumjahn, A. Ashew, Johnstone, J. D. Osmond, J. M. Grace, W. Woodruff, W. D. Whistler, F. Binns, J. Lucas Silva, H. P. Mader, A. M. C. Silva, F. X. B. Ribeiro, sen., and F. X. B. Ribeiro, jun., S. A. Box, S. Ismail, F. Motee, B. M. Conceicao, and N. Maral. Mr. I. P. Mader of the King Edward Hotel was in command, with Mr. U. Rumjahn as chief assistant. They had a staff of 65 Chinese.

There was a big body of police on the ground, including all branches of the establishment—Europeans, Indians, and Chinese—under the direction of Chief Inspector Baker with Inspector Gourlay, second in charge.

When the flag was hoisted for the first race, there was a goodly number of well-known faces to be seen on the ground. The Rialto had removed its quarters for the nonce, while all sections of the community could be seen hobnobbing with each other in the genial but difficult task of picking out winners. The longer they looked at the board the longer grew their faces, and the more perplexing became the problem. There is no doubt about it, the Race-course is the grand leveller *par excellence*. The nip in the air only added to the spirit of camaraderie; it provided the great needful topic of introduction.

The sound of the bell drew the habitues of the pari-mutuel from the severe mental exertion of calculating how much they stood to win when their choice romped home. One of the first things that everybody remarked—and, be it said *en passant*, that the true lover of sport is nothing if not critical—was the fact that the jockey on Frechdachs was not wearing his proper colours. However, that could not be mended now. He was wearing Mr. Buxey's famous blue and white stripes. True to immemorial custom, the meeting began with a false start, which sent Melinite—one of the Governor's trio—galloping as far as the village. The second start was fairly satisfactory, although on this occasion we rather fancy Melinite remained over-long behind. At any rate Aconite, another of the Governor's ponies, took up the lead and with Erl King kept well ahead. The Rabbit gripped on to the leaders with the best intentions. When Frechdachs appeared on the scene it was not exactly possible, to say, but coming down the bend he overhauled the foremost ponies in remarkable style; till he had passed Rabbit and challenged Erl King. Then the pair raced neck and neck Erl King just a jockey's cap ahead, until the Judge's stand was passed. Some thought Frechdachs had won; it was a toss-up. The Judge found it a dead heat, Rabbit getting a place. It was a beautiful race and stamped Hayes immediately as a consummate rider. For it was sheer riding that drew Frechdachs level and prevented Erl King (Burkill) up winning.

In the Victoria Stakes Burkill and Hayes again met—a King and a Rose, quite a royal arrangement. Heather King has been fancied for some little time back, with the result that he became a strong favourite with the backers. The event proved that predictions were correct. From a spectacular point of view a poor race—but then it gave Burkill his revenge.

A little incident which occurred at the outset gave a fillip to the Valley Stakes. Peebles proved restive, and jerked Gresson out of the saddle. A knowing horse this! for he did it right in front of the Grandstand. It is always most annoying to hear that something has happened at the other end of the course and have to trust to embroiderers of fairy tales for the truth. Peebles was forgiven on the spot. The race, a three-quarters, lay for most of the way between Wakelyn, Speculation, and Red Herring. At one time Wakelyn seemed to have the race in hand, but Speculation gamely responded to the call and waltzed home winner by a couple of lengths. Mackie deserves credit for gaining The Skirl a place.

In the Maiden Stakes, Kamloops ran its speed away at the outset, with the result that before half the distance had been covered it was left behind. The race eventually, after much shifting and changing, fell between the Roses and the Kings once again. But from the Rock, Triumph Rose, which was well backed, had matters pretty much on its own. There was no particularly noteworthy feature about the race, except that it proved the capacity of Hayes and Triumph Rose.

There was an absorbingly interesting moment in the race for the Footlow Cup when Lucky Chief seemed about to run away from Czardas. But all the prognostications about the favourite proved correct, for gaining strength at every stride, Czardas overhauled the Chief hand over hand. Still it was a close shave, for Lucky Chief was in front at the bend and seemed inclined to retain the lead. The others, with one or two exceptions, somewhat disappointed their backers. Looking at the time, it is clear that this was a waiting race, although the heavy course may have had something to do with it.

Following this, we had a surprise when Arab Chief ridden by Moller snatched victory from what were considered his betters in stamina and speed. The quartette hung together for most of the distance, and final tussle was expected between Glorious Rose and the King. But there is more in Arab Chief than appears on the surface. Mr. Moller won a victory whose excellence was seen in the applause of the spectators as Mrs. Moller led her husband's mount into the paddock.

The last races of the day were productive of some surprises, especially in the case of the Chinese Cup, when Mr. E. W. Mitchell

had a popular win with Zapeter. Sundial, who came in second, was also a surprise packet, whereas Maori King, who secured third place was commonly expected to win. The Lusitano Cup brought out a field of seven, Burkill's mount being fancied by some. Sycee King, one of Potts's favourites for the Derby, won the race as easily as he pleased, with Spotted Rose second and The Quach third. Five starters appeared for the Hongkong Club Cup which was won by Coronet Rose, with White Blaze second. The last race of the day, the Commodore's Cup saw another big field. There were 13 entries and Commodore Dicken's prize fell to Mr. Paul Chater with Wakelyn.

The day's events resulted in many surprises, especially in the case of the one of Arab Chief winning from Emerald King in the Garrison Cup. What the result of the Derby will be to-morrow is now an open question. Arab Chief was never considered to be in the running at all.

A word of praise should be accorded the Tramway Company for the excellent running of the cars. Mr. Course, the traffic manager, superintended the returning cars and everything went off without a hitch.

The band of the Royal West Kents delighted the spectators with the following programme of music.

1.—March "The Captain" (Sullivan).
2.—Overture "The Gondoliers" (Sullivan).
3.—Selection "The Gondoliers" (Sullivan).
4.—Entrée "The Gondoliers" (Sullivan).
5.—Overture "The Gondoliers" (Sullivan).
6.—Selection "The Gondoliers" (Sullivan).
7.—Entrée "The Gondoliers" (Sullivan).
8.—Overture "The Gondoliers" (Sullivan).
9.—Selection "The Gondoliers" (Sullivan).
10.—Entrée "The Gondoliers" (Sullivan).
11.—Overture "The Gondoliers" (Sullivan).
12.—Selection "The Gondoliers" (Sullivan).
13.—Entrée "The Gondoliers" (Sullivan).
14.—Overture "The Gondoliers" (Sullivan).
15.—Selection "The Gondoliers" (Sullivan).
16.—Entrée "The Gondoliers" (Sullivan).
17.—Overture "The Gondoliers" (Sullivan).
18.—Selection "The Gondoliers" (Sullivan).
19.—Entrée "The Gondoliers" (Sullivan).
20.—Overture "The Gondoliers" (Sullivan).
21.—Selection "The Gondoliers" (Sullivan).
22.—Entrée "The Gondoliers" (Sullivan).
23.—Overture "The Gondoliers" (Sullivan).
24.—Selection "The Gondoliers" (Sullivan).
25.—Entrée "The Gondoliers" (Sullivan).
26.—Overture "The Gondoliers" (Sullivan).
27.—Selection "The Gondoliers" (Sullivan).
28.—Entrée "The Gondoliers" (Sullivan).
29.—Overture "The Gondoliers" (Sullivan).
30.—Selection "The Gondoliers" (Sullivan).
31.—Entrée "The Gondoliers" (Sullivan).
32.—Overture "The Gondoliers" (Sullivan).
33.—Selection "The Gondoliers" (Sullivan).
34.—Entrée "The Gondoliers" (Sullivan).
35.—Overture "The Gondoliers" (Sullivan).
36.—Selection "The Gondoliers" (Sullivan).
37.—Entrée "The Gondoliers" (Sullivan).
38.—Overture "The Gondoliers" (Sullivan).
39.—Selection "The Gondoliers" (Sullivan).
40.—Entrée "The Gondoliers" (Sullivan).
41.—Overture "The Gondoliers" (Sullivan).
42.—Selection "The Gondoliers" (Sullivan).
43.—Entrée "The Gondoliers" (Sullivan).
44.—Overture "The Gondoliers" (Sullivan).
45.—Selection "The Gondoliers" (Sullivan).
46.—Entrée "The Gondoliers" (Sullivan).
47.—Overture "The Gondoliers" (Sullivan).
48.—Selection "The Gondoliers" (Sullivan).
49.—Entrée "The Gondoliers" (Sullivan).
50.—Overture "The Gondoliers" (Sullivan).
51.—Selection "The Gondoliers" (Sullivan).
52.—Entrée "The Gondoliers" (Sullivan).
53.—Overture "The Gondoliers" (Sullivan).
54.—Selection "The Gondoliers" (Sullivan).
55.—Entrée "The Gondoliers" (Sullivan).
56.—Overture "The Gondoliers" (Sullivan).
57.—Selection "The Gondoliers" (Sullivan).
58.—Entrée "The Gondoliers" (Sullivan).
59.—Overture "The Gondoliers" (Sullivan).
60.—Selection "The Gondoliers" (Sullivan).
61.—Entrée "The Gondoliers" (Sullivan).
62.—Overture "The Gondoliers" (Sullivan).
63.—Selection "The Gondoliers" (Sullivan).
64.—Entrée "The Gondoliers" (Sullivan).
65.—Overture "The Gondoliers" (Sullivan).
66.—Selection "The Gondoliers" (Sullivan).
67.—Entrée "The Gondoliers" (Sullivan).
68.—Overture "The Gondoliers" (Sullivan).
69.—Selection "The Gondoliers" (Sullivan).
70.—Entrée "The Gondoliers" (Sullivan).
71.—Overture "The Gondoliers" (Sullivan).
72.—Selection "The Gondoliers" (Sullivan).
73.—Entrée "The Gondoliers" (Sullivan).
74.—Overture "The Gondoliers" (Sullivan).
75.—Selection "The Gondoliers" (Sullivan).
76.—Entrée "The Gondoliers" (Sullivan).
77.—Overture "The Gondoliers" (Sullivan).
78.—Selection "The Gondoliers" (Sullivan).
79.—Entrée "The Gondoliers" (Sullivan).
80.—Overture "The Gondoliers" (Sullivan).
81.—Selection "The Gondoliers" (Sullivan).
82.—Entrée "The Gondoliers" (Sullivan).
83.—Overture "The Gondoliers" (Sullivan).
84.—Selection "The Gondoliers" (Sullivan).
85.—Entrée "The Gondoliers" (Sullivan).
86.—Overture "The Gondoliers" (Sullivan).
87.—Selection "The Gondoliers" (Sullivan).
88.—Entrée "The Gondoliers" (Sullivan).
89.—Overture "The Gondoliers" (Sullivan).
90.—Selection "The Gondoliers" (Sullivan).
91.—Entrée "The Gondoliers" (Sullivan).
92.—Overture "The Gondoliers" (Sullivan).
93.—Selection "The Gondoliers" (Sullivan).
94.—Entrée "The Gondoliers" (Sullivan).
95.—Overture "The Gondoliers" (Sullivan).
96.—Selection "The Gondoliers" (Sullivan).
97.—Entrée "The Gondoliers" (Sullivan).
98.—Overture "The Gondoliers" (Sullivan).
99.—Selection "The Gondoliers" (Sullivan).
100.—Entrée "The Gondoliers" (Sullivan).

1.—THE HONG-NEI CHONG STAKES.—Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of this season 1905-1906. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Half a mile.

Mr. G. H. Potts's 11 King, 10st 12lb (Burkill) 1

Mr. Christian's Frechdachs, 10st 9lb (Hayes) 2

Mr. E. Goetz's Rabbit, 10st 9lb (Mackie) 3

Mr. D. Macdonald's Highland Chief, 10st 9lb (Linton) 4

Major Parker and Mr. Hamer's Baluchi, 10st 4lb (Hamer) 5

H. E. Sir Matthew Nathan's Aconite, 10st 13lb (Moller) 6

Mr. Drysdale's Jovial Monk, 10st 9lb (Dupree) 7

H. E. Sir Matthew Nathan's Melinite, 10st 10lb (Leslie) 8

Mr. John Peel's Gaberlunzie, 10st 7lb (Gresson) 9

* Allowed 5lb.
4lb overweight.

Mr. Burkill was the first jockey weighed out. Frechdachs' rider was wearing the wrong colours, having donned the blue and white stripes of Mr. Buxey's stables. From a false start Melinite ran as far as the village before being pulled up. When the bell rang, the Governor's Aconite was in the lead, with Erl King second and Rabbit third. They remained in that position until the Rock was passed. Erl King then drew ahead from Aconite followed closely by the Rabbit. The King gave way for a time to the Rabbit at the bend, but once again the King crept ahead with Rabbit second which was the position at the curve. Frechdachs, which had shot out from the mob, and was ridden by Burkill, was keeping close track of Erl King and a beautiful race for premier place occurred down the straight. It was a doubtful thing that Erl King and Frechdachs came in a dead heat with Rabbit in third place.

Time, 105 4/5.

Winner, Erl King, \$8.30; Frechdachs, \$6.10

Pari-mutuel, Erl King, \$5.20 and Frechdachs \$5.20; 3rd Rabbit, \$13.50.

2.—THE VICTORIA STAKES.—A sweepstakes of \$10 each, with \$300 added. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. *Nod fide* griffins on date of entry allowed 5 lb. Subscription griffins of this season 1905-1906 allowed 10 lb. One mile.

Mr. G. H. Potts's Heather King, 11st 4lb (Burkill) 1

Mr. John Peel's Ca-Canny, 10st 13lb (Johnstone) 2

Mr. Buxey's La France Rose, 10st 12lb (Hayes) 3

Mr. P. Simcock's Mick, 11st 4lb (Owner) 4

* 1lb overweight.

A small field started with Heather King as the favourite, and Ca-Canny and La France Rose sharing favour for second place. When the flag dropped Mick made the race from Ca-Canny with La France Rose third and Heather King last. Ca-Canny was near the rails and next him was La France Rose with Heather King to the left and Mick on the outer course. The position past the Stand was like at the start. At the back stretch Heather King was held in the tail end with the emerald jacket close to him. Ca-Canny led the field at the foot of the Stand and La France Rose made an effort to draw level with him going up the hill. Burkill, sure of his mount, made no attempt to close up with the leaders until after the Rock was passed when he easily overtook La France Rose and Ca-Canny respectively, and when once in the lead the race was decided for Heather King, who shot several lengths ahead round the bend and coming down the straight cantered home as he liked, and won hands down by twenty lengths from Ca-Canny, who was ahead three lengths from La France Rose, a poor third. Mick was never in the race.

Time, 2.14 4/5.

Winner, \$10.00.

Pari-mutuel, 1st \$5.10; 2nd \$7.10.

3.—THE VALLEY STAKES.—A sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent.; second 20 per cent.; and third 10 per cent. For China ponies subscription griffins of this season 1905-1906. Weight for inches as per scale. Three quarters of a mile.

Mr. C. C. Moxon's Speculation, 10st 9lb (Johnstone) 1

Mr. Cruickshank's Red Herring, 10st 12lb (Burkill) 2

Messrs. T. F. Hough and R. Shewan's The Skirl, 10st 12lb (Mackie) 3

Mr. Smith's Nugget, 11st 1lb (Teglin) 4

Mr. Melrose's Eagle, 11st 1lb (Dupree) 5

Mr. G. C. Norman's Spiglit, 11st 1lb (Cox) 6

Mr. Magpie's Velocity, 10st 12lb (Humphreys) 7
Capt. W. Arbuthnot-Leslie's Lyddine, 11st 1lb (Leslie) 8
H. E. Sir Matthew Nathan's Cordite, 10st 12lb (Moller) 9
Mr. A. Babington's Rover, 10st 9lb (Alderton) 10
3rd Baluchi's Pathan, 11st 1lb (Hamer) 11
Mr. Paul Chater's Wakelyn, 10st 9lb (Hayes) 12
Mr. T. S. F. Priest's Peebles, 11st 1lb (Gresson) 13

* 4lb overweight.

Just before the race started, Peebles when passing the Judge's Box threw his rider (Gresson) off the saddle, and indulged in a freak of his own, trotting down to the Bowington bridge and back again. This was what delayed the start. When the flag did go down the field was widely separated. Speculation led, Wakelyn was close behind, and Red Herring led the bunch in the third place. Humphreys' mount brought up the rear a long way behind. Racing up the hill from the starting post there was no change, but coming down Chater's pony seemed to have assumed the lead and looked as if he was easily ridden. Speculation was some enough to challenge the premier position and at the village forged ahead and raced hard down the straight, winning by a couple of lengths from Burkill's mount. Mackie piloted. The Skirl into third place in capital style. Mrs. Moxon led Speculation (the winner) whose rider was loudly applauded.

Time, 1.39 4/5.

Winner, \$27.10.

Pari-mutuel, 1st \$9.00; 2nd \$12.00; 3rd \$33.20.

4.—MAIDEN STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1905-1906 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr. Buxey's Triumph Rose, 11st 1lb (Hayes) 1

Mr. G. H. Potts's Exchange King, 11st 1lb (Burkill) 2

Mr. Hargrove's Old Boy, 11st 1lb (Moller) 3

Mr. Vindgar's Kamloops, 11st 1lb (Cox) 4

Messrs. Macdonald and Alderton's Banzai, 10st 12lb (Robertson) 5

Mr. Cruickshank's New Boy, 11st 1lb (Alderton) 6

The position at the starting post was: Kamloops on the rails, Old Boy next, Exchange King, New Boy, and Triumph Rose at the further end. It was some little time before the field was got away, and when it did it was to a bad start. Kamloops and Exchange King started to the front at once. Triumph Rose (the favourite) was a length behind. Old Boy had the worst of the start, several lengths behind the leaders. Negotiating the uphill incline Kamloops and Exchange King were making a rapid pace—too rapid, indeed, for the staying powers of the former. Hayes was never doubtful of what the Derby favourite can do and when the cluster emerged from the Rock, Triumph Rose assumed the lead without the least difficulty. His position was never threatened. Triumph Rose raced home anyhow and won as is listed. Exchange King was second, the race for this position was evenly challenged by Old Boy. In the meantime Kamloops had dropped out of the race and New Boy was hopeless. Banzai never counted for a place. The order passed the winning post was Triumph Rose, Exchange King, and Old Boy third.

Time, 1.37 1/5.

Winner, \$10.20.

Pari-mutuel, 1st \$6.00; 2nd \$5.80; 3rd \$11.10.

After this race an adjournment was made for fifteen minutes.

[Continued on Supplement.]

To-day's Advertisements.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, KINGS BUILDINGS, CONNAUGHT ROAD, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.
Hongkong, 12th February, 1906. [228]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GILLESPIE, BROTHERS AND COMPANY, of Anchor Flour Mills, Sydney, Australia, Millers, have on the 9th day of January, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"THE DEVICE OF A COCKATOO AND THE WORD COCKATOO"

in the name of GILLESPIE BROTHERS AND COMPANY, who claim to be the proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—

FLOUR, IN CLASS 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 12th day of February, 1906.

DENNIS & BOWLEY, Solicitors for the Applicants.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE, ANTWERP (DIRECT).

Taking Cargo to LONDON with prompt transshipment at Marseilles.

Calling at MANILA, RAIGON, SINGAPORE and COLOMBO.

THE Company's Steamship

"KOUANG-SI," Captain Barillon, will be despatched as above, on or about the 12th February, 1906.

This Steamer has Accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"YANGTZE"	17th February.
GLASGOW AND LIVERPOOL	"LAERTES"	20th "
GLASGOW AND LIVERPOOL	"DIOMEDES"	27th "
GLASGOW AND LIVERPOOL	"AGAMEMNON"	6th March.
GLASGOW AND LIVERPOOL	"TEUKOS"	13th "
GLASGOW AND LIVERPOOL	"MACHAON"	20th "
GLASGOW AND LIVERPOOL	"KEEMUN"	27th "
GLASGOW AND LIVERPOOL	"KINTUCK"	28th "

The S.S. "Yangtze" left Singapore this morning, and is due here on the 17th inst.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"PATROCLOS"	13th February.
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th "
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
AMSTERDAM, LONDON & ANTWERP	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMEDES"	10th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	20th "
AMSTERDAM, LONDON & ANTWERP	"TEUKOS"	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS.	"YANGTZE"	19th February.
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	24th March.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	1st March.

For Freight apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	13th February.
TSINGTAO and CHEFOO	"CHINKIANG"	13th "
SHANGHAI	"YO-HOW"	15th "
CEBU and ILOILO	"SUNGKIANG"	16th "
MANILA	"TAMING"	20th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, SYDNEY AND MELBOURNE	"TSINAN"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

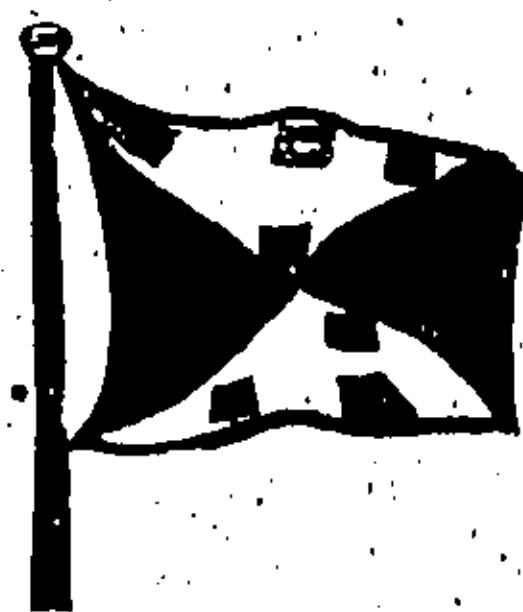
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th February, 1906.



HONGKONG—MANILA.

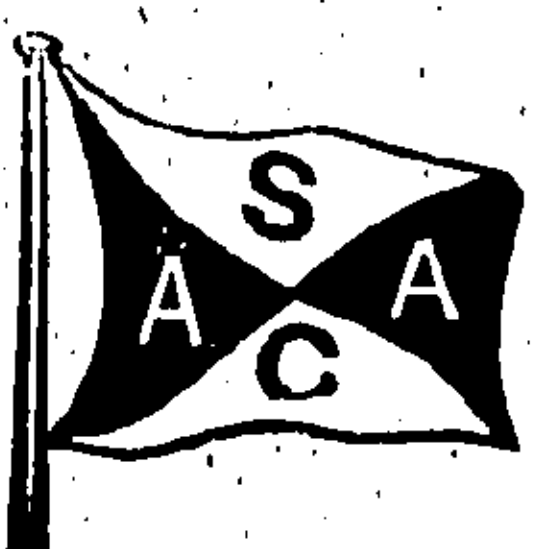
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 17th Feb., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 24th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th February, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 3.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Stowage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,139 T. R. MEAD.
"KWONG TUNG" 1,139 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"KWONGSANG"	TUESDAY, 13th Feb., Daylight.
MANILA	"YUENSANG"	FRIDAY, 16th Feb., 4 P.M.
SHANGHAI	"CHOYSANG"	SATURDAY, 17th Feb., 3 P.M.
S'GAPORE, PENANG & CALCUTTA, NAMSANG	"THURSDAY"	THURSDAY, 22nd Feb., 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th February, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at
"ARABIA"	4,183	Mettenhain	February 20th.
"ARAGONIA"	5,198	Ernst	March 10th.
"NICOMEDIA"	4,376	Wagemann	March 23rd.
"NUMANTIA"	4,376	Feldmann	April 8th.

The S.S. "Arabia" left Moji on Saturday, the 10th instant, and may be expected to arrive here
on the morning of the 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLARI,"

Captain Wallace, will be despatched as above,
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th February, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin, and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the
above Ports, on SATURDAY, the 3rd March,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer: Tons: Captain: Sailing.

"Hesperus" 3,753 J. Alwen 20th Feb.

"Tremont" 9,006 T. W. Garlick 23rd Feb.

"Luna" 4,417 G. V. Williams

"Shirahuta" 9,006 E. V. Roberts

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. "Shirahuta" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 12th February, 1906.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ST. GEORGE" 20th February.

"SHIMOSA" to follow.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 9th February, 1906.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR
HONGKONG VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Belsio, will be despatched as above,
on WEDNESDAY, the 14th instant, at Noon.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 7th February, 1906.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the
above Ports, on WEDNESDAY, the 14th
instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 9th February, 1906.

Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"TEUTONIA,"

Captain Oesterreich, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th February, 1906, will
be subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th February, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th February, 1906.

FROM HAMBURG, EMDEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th February will
be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th February, 1906.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZIBENGHLA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., TO-DAY, the 9th instant,
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th February, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of the
12th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 8th February, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undeliv-
ered after the 16th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 21st
instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th February, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DONGOLA,"

FROM LONDON, COLOMBO AND
STRAITS.

KING EDWARD.

	10 A.M.	12 M.
Barometer	30.13	30.10
Temperature	61	18
Humidity	83	81
Rainfall	0.00	0

